



CLIMATE ACTION TASK FORCE MEETING 6

SUMMARY MARCH 5, 2020, 4-8 PM

Attendees:

IBE Facilitators: Josie Plaut, Hellen Castro, David Rojas

City of Longmont Staff: Lisa Knoblauch, Phil Greenwald, Anne Lutz, Francie Jaffe, Carmen Ramirez

City Council: Marcia Martin

City of Longmont Residents: Peter Wood, Alessandro Franchin, Gregg Thomas, Tyler Jones, Karen Dike, Michelle Mendieta, Amy Schmidt, Peter Wood, Silvana Munro

Community Partners: Del Rae Heiser, Ocean Fredriksen, Joni Lynch

Technical Advisors: Magnolia Landa-Posas

JTP Committee: Rachel Zelaya, Elli Newton, Garrett Chappell, Osvaldo Jane Gomez, Erick Prieto, Iris Prieto, Alma Martinez

1. Just Transition Plan (JTP) Committee Group Meeting

The Just Transition Plan (JTP) Committee arrived thirty minutes ahead of the Climate Action Task Force (CATF) to review the meeting agenda.

David Rojas stated that the goal of the meeting is to learn from each other. The CATF will share their recommendations and the JTP Committee will provide feedback using the equity lens.

Using a discussion guide built from the equity lens, the JTP Committee will help the CATF think through the following:

- Who will benefit and be harmed by the recommendations;
- How the recommendations can be improved;
- What information/data is needed;
- Key messages for communication effort; and
- How to implement the recommendations with limited funds.

2. Interpretation Introduction

At tonight's meeting, there were both monolingual Spanish and English speakers present. Before the full group meeting began, the interpreter explained the benefits of the instantaneous interpretation system and how the participants can use the equipment. The interpreter explained that the purpose of the interpretation equipment is so that everyone can speak with their language of choice and the language of their heart.

3. Public Comment Period

No public comment.

4. Welcome & Agenda

Josie Plaut welcomed both groups and reviewed the agenda.

5. Equity Overview

Josie Plaut introduced that the purpose of the joint Climate Action Task Force and Just Transition Plan Committee meeting is to help develop equitable climate action.

David Rojas, before dividing the participants into groups, explained equitable climate action by first starting with the definition of equity:

- The absence of avoidable or remediable differences among groups of people, whether those groups are defined socially, economically, demographically, or geographically.

Next, David, explained the difference between equity and equality. Equality is providing the same resources to each person, but equity is about distributing resources based on individual needs. An example was given:

An adult, a teenager, and a child are trying to watch a baseball game from behind a fence:

- Equal Scenario: Each are given one box, but because of the height differences, only the adult and the teenager can see when standing on one box, but not the child.
- Equity Scenario: The adult is not given a box, the teenager is given one box, and the child is given two boxes. All three individuals can see the game.

David next shared the Just Transition Plan Committee definition of equitable climate action:

- Local policy and personal habits that reduce climate pollution and increase community resilience in ways that do not harm, and that support all communities according to their needs.

Example equitable climate action: Provide bicycles to everyone in the City.

- Equity considerations:
 - The same bicycle will not work for all body types, just as one climate action will not satisfy everyone's needs.
 - Not everyone can use the same type of bike.
- An equitable program would understand what type of bicycle each person needs and provide the right bicycle to different people based on their needs and abilities.

6. Orientation to Reviewing Recommendations

David Rojas explained that for the next two hours, the group will look at four CATF recommendations and using an equity lens will brainstorm how to make the recommendations more accessible to all members of the community.

The CATF and JTP Committee was split into two groups, each group would have two rounds to go through a climate action recommendation.

Process:

- Participants were able to switch groups between rounds.
- The groups were led by the JTP Committee as they use the equity lens.
- The goal of the CATF is to learn and make improvements to the current draft recommendations.
- Lisa Knoblauch and Francie Jaffe were the assigned note takers (one each per group). Participants were still welcome to take their own notes.

Summary of the Rounds:

The CATF explained their recommendation to the JTP Committee and then the JTP Committee lead the group through the equity lens discussion guide.

Round 1 - One hour

- Group 1: Beneficial Electrification
- Group 2: Coverage and Frequency of Public Transportation

Round 2 – One hour

- Group 1: Workforce Development
- Group 2: Incentives to Use Alternative Modes of Transportation

7. Dinner and Round 1

Before beginning the activity, the groups ate dinner.

Round One Topic areas: Beneficial Electrification and Coverage and Frequency of Public Transportation

Beneficial Electrification

Facilitator: Josie Plaut

Participants: Peter Wood, Ocean Fredriksen, Marcia Martin, Michelle Mendieta, Alma Martinez, Elli Newton, Rachel Zelaya, Iris Prieto, Anne Lutz, Joni Lynch

Note Taker: Lisa Knoblauch

Quick Overview of the Discussion:

- CATF provided a summary of beneficial electrification and the need to develop a Feasibility Committee to analyze the considerations of public health, safety, rate design, and greenhouse gas reduction to develop a more comprehensive plan by November 2020.
- Equity Lens Discussion – Key Takeaways:
 - Start with energy efficiency first before electrification:
 - Help prepare households, especially low-income households, so they do not have significantly higher bills.
 - Helps prepare the electric grid to handle new demand.
 - Focus electrification on equity:
 - Combine with the CARE program – income qualified energy efficiency upgrades (this program will need to be expanded).
 - Look at other assistance programs.
 - Need to take the time to develop a solid program for electrification in order to fully understand and address equity issues.

The CATF members provided a summary of the recommendation:

- Although building electrification is applicable to both new construction and retrofits of both residential and commercial buildings, the conversation was framed primarily around residential electrification of existing homes as that is most relevant for the JTPC.
- Beneficial Building Electrification was defined as transitioning all in-home appliances that are currently running on natural gas to electricity. Criteria for beneficial electrification:
 - 1) Reduce greenhouse gas emissions through reduced use of fossil fuels.
 - 2) Rates:
 - Aligned with the needs and generation supply of what's on the grid and is efficient.
 - Ultimately requires less infrastructure and drives down rates long-term for all rate-payers.
 - Rates aren't higher BECAUSE of electrification.
 - 3) Public health/safety aspect:
 - Aging infrastructure can become very dangerous.
 - Leaky natural gas delivery infrastructure.
 - Reduces methane leaks.
 - Not having natural gas in your home can decrease rates of asthma.
- What's already happening:
 - 1) City of Longmont staff subgroup has already begun to look at this issue.
 - 2) In the last year or two there have been more awareness of problems created by coal and natural gas.
 - 3) Communities are now starting to pass ordinances to electrify all buildings, or all municipal buildings, or all new construction.
 - 4) LPC is already starting to consider this idea
- Main proposal is to create a feasibility committee to continue work from LPC with added members of the community – particularly from equity interest- to develop comprehensive plan for Longmont to present to City Council in November
 - 1) Give priority to AMI to give both home owner and city opportunity to understand how to better make adjustments.
 - 2) Want Longmont to take careful and realistic approach.
- Considerations:
 - 1) Older homes often have degrading electric infrastructure and lower efficiency so price to switch to electric can increase monthly utility bills
 - 2) Needs to be long-range plan so that nobody is taking it on all at once in one home.

- 3) Take care of distribution system first and identify which neighborhoods have insufficient infrastructure.
 - 4) Then step up energy efficiency programs over next 5 years.
 - 5) Only replace appliances as they fail – don't get rid of working appliances.
 - 6) Connect with workforce development opportunities; over 15-20 year timeline
- Also recommending Climate Action Fund to help fund and support this action.

Clarifying questions from the group:

- What's the estimated cost for a house to transition?
 - \$5000-\$6000 for infrastructure.
 - \$5000 +/- for appliances.
 - Potentially increased monthly bills depending on efficiency of home.
- Will new construction be required to be all electric?
 - The CATF subgroup is looking at either policy or incentives right now.
 - There are developers that are starting to be interested in all-electric developments.
 - There will be code updates happening in the next year that could include all electric requirements in new residential construction.
- What are the requirements for customers to qualify for a program to transition all electric?
 - There are no requirements for customers to get rebates through EfficiencyWorks for electric appliances.
 - No other specific program currently in place.
- Can people that are undocumented apply for rebates?
 - For the rebate program (EfficiencyWorks) you have to have documentation, but there is no income threshold.
 - For the CARE energy efficiency program (income qualified program), documentation is not required.

Discussion:

Focus conversation on residential, existing homes – how we would develop an equitable program that transitions 100% of all existing homes in Longmont by a certain year.

- 1) **Who may benefit from this climate action, and how?**
 - a. Combine with CARE program to get energy efficiency/weatherization upgrades for free for income-qualified homes; focus on getting people comfortable in their homes first; if this part is not done and you electrify, bills will be too high.

- i. Limited program so need to expand.
- ii. CARE currently costs about \$4000/home or \$2000/mobile home; approx. \$50M would be required to cover 12,000 homes

2) Who may be harmed by this climate action, and how?

- a. There are high upfront costs that are a big barrier for lower-income households.
- b. The majority of people who have lower salaries would not be able to access this action.
- c. If landlords are required to make upgrade to electrical service, how much more will renters have to pay?

3) How could this climate action be improved?

- a. Start with energy efficiency first and prepare as many homes as possible for the transition to all electric.
- b. Need sequencing to focus on efficiency first, prepare the electric system to handle new demand, before electrification
- c. Design future home upgrade programs similar to CARE (free, income qualified program); partner with CARE to connect people who need new appliances with electric appliances.
- d. Create a place for wealthier residents to donate their electric appliances for lower-income residents to purchase those appliances for cheaper/no cost; if need repairs, connect with high school students or other students through vocational programs to fix appliances so they can continue working.
- e. Look at assistance programs to mitigate rate increases.
- f. Potentially increase funding for the [Longmont CARES program](#) to provide utility bill assistance to those who might be affected by increasing rates.

4) Is there any information/data that can help in the equity assessment of this climate action?

- a. Is there labor currently available to manage expanding current City of Longmont energy efficiency programs to accommodate 12,000 homes and/or other programs?

5) What are the key messages that the City of Longmont should communicate on this climate action?

- a. No discussion.

6) In case of limited city funds, how do you suggest this climate action be implemented?

- a. Focus first on energy efficiency.

7) Additional comments, concerns, questions

- a. Need continued focus on equity, and really keep that at the center.
- b. Need to take the time to develop a solid program.

Home Energy Rating Program

There was extra time during the first round for the Electrification group to discuss an additional recommendation. The Home Energy Rating Program was briefly discussed.

Discussion:

- A program where you can learn and understand how much your utility bill might be before you rent or purchase a home/apartment.
- Provide some education around what people can do in their own homes
 - Possibly have groups, like students or promotoras, to help with education.
- In schools the temperature doesn't fluctuate, this is a problem. We need to teach kids not to be wasteful and to adjust to fluctuating temperature. It's ok for them to wear a sweater.

Frequency of Public Transportation

Facilitator: David Rojas

Participants: Del Rae Heiser, Phil Greenwald, Osvaldo Jane Gomez, Karen Dike, Gregg Thomas, Silvana Munro, Erick Prieto, Garrett Chappell, Alessandro Franchin, Carmen Ramirez, Magnolia, Tyler Jones

Note Taker: Francie Jaffe

Quick Overview of the Discussion:

- CATF provided a summary of the current ride free RTD bus system and the proposed recommendation to create a flexible free local RTD bus system that uses fixed check points, but does not have a set route.
- Equity Lens Discussion – Key Takeaways:
 - Advertise the program extensively with door to door outreach, partners, cultural brokers to navigate the system, children accessible communication, etc.
 - Improve communication and access:
 - Bi-lingual operators, culturally relevant messaging in Spanish and other non-English languages.
 - Develop a system for those who cannot access an app.
 - Expand the hours of service.
 - Prioritize this project:
 - Fund the project.
 - Preferred lanes for buses.
 - Electric or renewable natural gas buses.

The CATF members provided a summary of the recommendation:

- Current System
 - Right now the local ride free RTD bus has four fixed routes that only run every hour (only one runs every half-hour).
 - There is a system you can access on your phone, called Flex Ride (previously called Call-N-Ride), but it has not been very accessible for those who do not speak English. Flex Ride is not free, it costs \$3 per trip.
- Proposed Recommendation
 - Create a more flexible route that is a combination of Flex-Ride and a fixed route. The bus has fixed check points that it arrives to a certain times, but the bus can take any route between those check points.
 - The goal is to create a system that is a balance between high impact and feasibility.
 - Another idea was free Uber and Lyft passes, but not all vehicles are accessible to all people so this was not currently included in the recommendation.

Clarifying questions from the group:

- How much does RTD cost in Longmont? \$4 million/year to provide service to Longmont, the City pays \$600,000 for the Ride Free program. Commitment for the Ride Free program is through 2021.
- How many people does it reach? 1,500-1,800 boardings per day
- How do gas prices impact transit ridership? Factoring in inflation, gas prices are at the lowest rates that it has ever been, which does not help bus transit.
- Does this address the last mile of transit? This can help fill that last mile of transit gap and so can the Flex-Ride. The Flex-Ride app has made the service more accessible, so people are starting to use it more.
- Is it possible to coordinate with RTD, especially between Boulder and Longmont? The City is working with RTD to develop faster trips between Boulder and Longmont. The City is also working to transition the buses to Coffman instead of Main Street.
- Can Longmont to Denver be cheaper? Boulder County is working on a new tax that would provide free transit for Boulder County residents. Some employers also offer discounts.
- If we aren't going to have Fast Track can we spend it on something else? The City is using some Fast Track money to create a transit hub in Longmont at 1st and Main st.
- What are the hours of the local free Longmont routes? 5 am to 8 pm
- Is identification needed to ride the free route? No, everyone boarding in Longmont can use it.

Discussion:

1. Who may benefit from this climate action, and how?

- a. Low-income residents.
- b. Those who do not have a car or license.
- c. Older adults: This service provides the security of knowing that you can be picked up and dropped off.
- d. People with disabilities.
- e. Families.
- f. Everyone can benefit, the check point service will be free as well.
 - i. Uber like system might cost \$3 each way, it would be harder to provide that service.

2. Who may be harmed by this climate action, and how?

- a. Those who are work later hours than the bus is running.
- b. Those who are concerned about arriving on time.
- c. Car dealerships, auto-mechanics, and their employees, Uber and Lyft drivers, taxis.
- d. Taxpayers who are paying for the program.
- e. Those who are not aware of the service
- f. Those who cannot access an app (don't have a phone, or have a phone that doesn't have access to the internet or apps)
 - i. The check-point could help with that, but it loses out on the flexibility.
 - ii. You can call the driver directly so as long as they can make the check-point on time.

3. How could this climate action be improved?

- a. Advertising
 - i. Door to door canvassing in specific communities.
 - ii. Radio and television.
 - iii. Partner with businesses to give out information to their employees.
 - iv. Partner with places like the Senior Center that provide the information to all of the older adults.
 - v. Community Foundation raised \$100,000 to give to non-profits to hire cultural brokers to do outreach, education, and help navigate the system for the Census, this can be applied to other programs.
 - vi. Incorporate partners like employers, school district, etc.
 - vii. Create a campaign for a few months, during the campaign have cultural brokers help other navigate the system.
 - viii. Large advertisements, "Save the world, ride the bus". Guilt driven messaging.

- ix. Create a special launch event, and tie it with an already occurring celebration in the community (e.g. Earth Day, Cinco de Mayo).
 - x. Have an annual event to remind people of the service.
 - xi. Focus on education about the route.
- b. Electric buses or Renewable natural gas buses.
- c. Expand the hours of service.
- d. More bus stops with shelter.
 - i. Make it safe for individuals to leave their bikes and shopping carts.
 - 1. The City is currently working to expand bike racks.
- e. Create different scenarios and think through the needs of the riders:
 - i. Going to the doctor.
 - ii. Going to the grocery store.
 - iii. Picking up kids from school.
- f. Create incentives, classes, and more to help those being pushed out of jobs transition to bus driving jobs.
 - i. RTD does not have enough drivers, but a local route with smaller buses could be different. Retirees might not be as afraid to drive a smaller bus.
- g. Drivers or operator should be bi-lingual, an operator can help people know how to navigate the bus system.
- h. Preferred lanes for buses or managed lanes (bus, carpool, or buy your way in)
 - i. Business access transit lanes (buses go straight, but cars have to turn right), could create a designated lane on Hover.
 - ii. Why buy into the road? Makes it more expensive and more difficult.
 - iii. People shouldn't be able to buy into a bus lane.
- i. Develop a service for those in Weld County (RTD cannot serve them).
- j. Create a color code of when the bus system will be crowded.
- k. Who should be targeted?
 - i. City Council, so they can support the effort with resources and create a transition plan that includes everyone.
 - 1. Community members need to advocate to leaders to keep this ride free program possible.
 - ii. Schools.
 - iii. Longmont RTD Board member.
 - iv. Surrounding communities, those who don't live in Longmont but work in Longmont.
 - v. Focused social media to a younger age group that might be moving into the new multi-family buildings
 - vi. Create distribution centers for a City of Longmont Welcome Packet (e.g. churches, schools, community centers).

4. **Is there any information/data that can help in the equity assessment of this climate action?**
 - a. How many drivers are bi-lingual and what are the different languages that are common in the community.
 - b. Where do people travel?
 - c. When is the bus crowded?
 - d. Clear bus stop information/schedules
 - e. Where do folks usually go to work? Where are people driving? The City has access to this data already.
 - f. Mobility survey for the city, can a survey or gathering data be a component of the CATF recommendation.
 - i. How will be use the service?
 - ii. What times do people want to ride the bus?
5. **What are the key messages that the City of Longmont should communicate on this climate action?**
 - a. Key messages in Spanish should not be directly translated from English. Instead a different, culturally relevant message should be developed. Literal translations do not make sense.
 - b. Create communication packets that are accessible to children. This can help get family buy-in and help to empower youth and build leadership.
 - c. Target outreach to those who might not have access to a vehicle.
 - d. Highlight the convenience of the route.
 - e. Make the route feel safe, if it doesn't feel safe it doesn't matter if it is safe.
 - f. Take away the stigma of riding the bus, make riding cars "not cool".
6. **In case of limited city funds, how do you suggest this climate action be implemented?**
 - a. Get the money back from Fast Track.
 - b. City of Mexico implemented a policy that assigns what days different individuals' cars can be used.
 - c. Funding through a state grant program.
 - d. This program should be prioritized and be funded.
 - e. App could handle donations, "pay as you can" program.
 - f. Fundraising plans, "We want to raise \$X to have an electric vehicle".
 - g. Create a matching fund program with a major donor.
 - h. Larger employers can incentivize public transportation.

8. Round 2

Round 2 Topic Areas: Workforce Development and Incentives to Use Alternative Modes of Transportation

Workforce Development

Facilitator: Josie Plaut

Participants: Ocean Fredriksen, Michelle Mendieta, Elli Newton, Iris Prieto, Anne Lutz, Joni Lynch, Alessandro Franchin, Karen Dike, Eric Prieto, Carmen Ramirez

Note Taker: Lisa Knoblauch

Quick Overview of the Discussion

- The CATF provided an overview of the current thinking around workforce development and its role in the transition to a clean energy economy. A full recommendation on workforce development has not yet been drafted by the CATF.
- Workforce development is both a critical need in the transition, and in addressing current inequities and those that may arise due to the transition. Although there are many opportunities, the Just Transition Plan Committee discussed numerous considerations that need to be addressed in order to ensure that workforce development is done equitably and results in enhancing equity in our community rather than inadvertently perpetuating inequities. *Internships, certificates, etc. are not always accessible to all currently and we need to understand how to embed equity in the workforce development programs.*
 - Must address opportunities for undocumented residents, who have a strong interest in becoming self-employed, but may need additional support services like helping them pay their taxes, understanding business registration, sales tax, etc.
 - Applications need to be simple and accessible, and there needs to be resource navigators to help people move through the process.
 - Ensure that there are opportunities beyond entry level/minimum wage/physical labor by building in training and professional development so people can advance through new employment opportunities.
 - Need to understand baseline of who in the community is living at poverty levels and focus first on recruiting and supporting them through these opportunities.

The CATF members provided a summary of the recommendation:

- The goal of this recommendation is to help build the capability within our community to implement climate action work.
- Analyze anticipated changes in workforce and ensure they are not hindered by lack of skilled workforce and mitigate negative impacts to those in fields impacted by transition

- Determine impact on City/County budgets for providing field workers to sustain beneficial electrification, AMI installation, manufacturing jobs in wind and solar, etc.
 - As we convert houses away from gas, install roof top solar, etc. we will need skilled workers.
- Tie new job opportunities to smart grid technology to help stabilize energy use and impact on the electric grid.
- Transition Workers:
 - Many folks who worked in the turkey plant were not helped to transition to new opportunities – so need to have transition program.
 - Retrain folks in oil and gas industry.
 - Think broader than Longmont because we are part owners of coal plants that will impact workers.
 - Want to allow people to stay in their community.
- Career Building:
 - Develop partnerships with St. Vrain Valley School District (SVVSD) and Front Range Community College (FRCC) for certification programs.
 - There are phases – younger folks being trained, but not all of our youth – especially Latino and low-income youth have access to existing programs.
 - What are the career paths for different people – some people coming out of incarceration, helping folks working in manufacturing plant to managing the plant.
- The proposed recommendation of a climate action fund can be used to bump wages up to subsidize livable wage.

Discussion:

1) Who may benefit from this climate action, and how?

- a. Undocumented residents:
 - i. People really want to learn new things, help people become self-employed and provide support services like helping them pay their taxes, etc.
 - ii. Maybe there's an opportunity to use visa H2B for ag workers, but provide work permits for this work – would need to be federal change – climate action visa, provide preference to people already living here; should be able to make that case due to coming rapid transition away from coal.

2) Who may be harmed by this climate action, and how?

- a. Internships, certificates, etc. are not always accessible to all; need to understand how to embed equity in the workforce development programs.
 - i. Need navigators to help access these programs.
 - ii. Need to have paid jobs lined up for people.
 - iii. If people don't have healthcare, childcare, etc. it's hard to participate and complete certifications.
 - iv. People with disabilities.
- b. Just the program alone is not sufficient to address income inequality and provide opportunities for those that could benefit the most from new workforce opportunities.

3) How could this climate action be improved?

- a. Make applications simple and accessible, not everyone has the education level to understand a highly technical application.
- b. Offer opportunities for training and professional development so they can build up skills, beyond just physical labor, and gain new employment opportunities.
- c. Worker-owned cooperative to alleviate income inequality.
- d. Work with PRPA to help workers transition if needed – could those folks move into the AMI installation role? Help move people into a more IT role.
- e. City to set up internship program and then track them into job opportunities with business partners- assist with professional development programs.
 - i. Boulder County Workforce Development does essentially that – but there could be opportunities for improvement.
- f. There needs to be a 10-year training and development path so people can continue to grow and be successful.
- g. Need long-term path for growth and development.

4) Is there any information/data that can help in the equity assessment of this climate action?

- a. Who and what jobs might be negatively affected by climate action? And track how they are able to transition
- b. Unemployment rate.
- c. Workforce development program participation rate.
- d. Job placement rate post workforce development program participation.
- e. How well are we recruiting and then sustaining/growing capacity for participants in the workforce development program?
 - i. Start with a baseline of who's underemployed now and then look at connection with those folks to these training opportunities and track if they are able to sustain themselves.

- f. Work with SVVSD to understand how well we are actually preparing people for this type of workforce.
 - g. Look at stats of minorities that live at poverty level, try to employ them, and have someone that does outreach to recruit those folks.
- 5) **What are the key messages that the City of Longmont should communicate on this climate action?**
 - a. No discussion.
- 6) **In case of limited city funds, how do you suggest this climate action be implemented?**
 - a. No discussion.
- 7) **Additional comments, concerns, questions**
 - a. No discussion.

Incentives to Use Alternative Modes of Transportation

Facilitator: David Rojas

Participants: Del Rae Heiser, Phil Greenwald, Osvaldo Jane Gomez, Peter Wood, Gregg Thomas, Silvana Munro, Rachel Zelaya, Garrett Chappell, Alma Martinez, Magnolia Landa-Posas, Tyler Jones

Note Taker: Francie Jaffe

Quick Overview of the Discussion:

- CATF provided a summary of four different proposed options for incentivizing alternative modes of transportation: 1) Eco-passes, 2) Parking cash out program, 3) Preferred electric vehicle parking, and 4) Pay-for-parking downtown. This equity lens discussion focusing on 4) Pay-for-parking downtown.
- Equity Lens Discussion, Pay-for-parking – Key Takeaways:
 - Benefits the wealthy you do not care about paying and impacts people with disabilities, older adults, and those who cannot afford to pay.
 - Circulator shuttles to downtown can incentivize individuals to not drive downtown.
 - Analyze business owner impact of this recommendation. How willing are customers to visit downtown businesses? Will customers spend more time downtown?

The CATF members provided a summary of the recommendation:

- The goal is to provide incentives for alternatives modes of transportation.
- For example, the City of Longmont provides employees with the Eco-pass, free bus pass.
- The CATF proposed four options:

1. Eco-passes for more businesses/employees.
2. Parking Cash out program (getting paid to not drive and park). It would be paid for by others having to pay to park. Would work well in congested areas or in large companies.
3. Preferred parking spaces for electric vehicles and add more stations in downtown Longmont. Charging is free.
4. Pay-for-parking in downtown Longmont. Not sure how it will be paid for, maybe a kiosk.

Comments/questions:

- If going to a doctor in Denver, how can improve the route? Any plans for incentivizing improving routes? This is beyond the scope of the City of Longmont, but there is Access-A-Ride, if you qualify, they provide it within ½ mile of RTD service, and serves the entire RTD service area.
- Two people expressed that they didn't think that paying for parking is a good intervention.

Discussion Guide: Paying for Parking in Downtown Longmont

- 1. Who may benefit from this climate action, and how?**
 - a. Those who are wealthy and do not care about paying for parking and want better spots from a decrease in competition.
 - b. Those who can afford an electric car.
- 2. Who may be harmed by this climate action, and how?**
 - a. Downtown businesses.
 - b. Those who cannot afford to pay to park.
 - c. People with disabilities or older adults (if they cannot park outside a building for free).
 - d. Nearby neighborhoods.
- 3. How could this climate action be improved?**
 - a. Create a menu of alternative transportation options that businesses must pick for their employees, but if a business doesn't want to do anything, they have to pay into a fund. Target larger employers.
 - b. First hour is free.
 - c. Free for people with disabilities and older adults. If you are undocumented, how would you be able to access something like this?
 - d. How would these programs impact schools? There is a private school and some daycares downtown.
 - e. Where does the revenue that is generated by the parking go? Can it go to the businesses or to develop more alternative modes of transportation?
 - f. Permit program in the nearby neighborhoods.

- g. Parking lots in the outskirts of the City with shuttles to downtown. Boulder County Fairgrounds could be an option.
 - h. Circulator shuttles.
 - i. Expand the bike system to downtown.
- 4. Is there any information/data that can help in the equity assessment of this climate action?**
- a. Business owner impact, how willing are customers to visit the businesses? Will customers spend more time downtown?
 - b. Surveys of downtown.
 - c. Parking studies.
 - d. Research other communities.
- 5. What are the key messages that the City of Longmont should communicate on this climate action?**
- a. Combine the messaging with messaging for installing free bike racks and more bus routes.
 - b. Add information at the bus stops.
- 6. In case of limited city funds, how do you suggest this climate action be implemented?**
- a. Businesses give out a coupon for those who do not drive a single occupancy vehicle.

7. Outreach

Josie Plaut provided an overview of the larger community outreach efforts that have launched this week and requested the groups' assistance.

The City launched a questionnaire in English and Spanish about the CATF recommendations.

Can each CATF and JTP Committee member find ten people to take the questionnaire? This questionnaire will be send out to both groups.

Facts about the Questionnaire:

- Participation goal is 200 people.
- Participants can either live or work in Longmont.
- Paper and online copies are available. Easily accessible on the phone.
- Paper copies will be available at the St. Vrain Memorial Building, Library and Civic Center. Individuals can also request paper copies.
- Survey closes on March 24th at 5 pm.

- This date was chosen so that there is enough time to analyze results and provide feedback to the CATF before they finalize their recommendations for City Council.
- CATF and JTP Committee members can request posters or post-cards that advertise the questionnaire.
- If CATF and JTP Committee members know of any events or want to host an event, IBE and staff have resources and presentation materials that can be used.

8. Wrap-Up

Josie Plaut asked everyone to give a one to five word check out on what they learned or appreciated about the evening. The answers are below.

- Thank you.
- Enjoying being with the Task Force.
- I learned a lot tonight and am very grateful.
- Learned a lot to take back to work.
- Interesting experience.
- Thank you and lots of thoughts.
- Equity is the most important thing.
- Enjoyed listening to Spanish.
- Learned and understand equity more now.
- Invigorating.
- Thank you, let's go work.
- Great to get the two groups together.
- More efficient, success for everyone.
- Change is hard, but necessary.
- Community pow-wow.
- Thank you and enjoy meeting and hearing.
- Resiliency is a good value for everyone.
- Thank you for being here. I am feeling more hopeful about equity and the recommendations.
- Appreciate everyone's perspective.
- Global warming is real.
- Equity has to be foundational to action.
- Excited for the future of Longmont.
- Thank you for your time and thoughts and brilliance and passion.

Finally, before ending, Lisa Knoblauch had a question for the group:

- Amy Schmidt cannot participate as much as she would help, she has offered to help with editing, flagging, compiling data, etc. Does the CATF approve this role?
- CATF members all voted yes for her to be in this position.